



NOTE: MD 175 IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING SIGNALS TO REMAIN
1, 4, 5, 8, 9, 12, 13, 16, 17
2, 3, 6, 7, 10, 11, 14, 15
18, 19, 20, 21, 22, 23, 24, 25
16" COUNTDOWN
PROPOSED LED SIGNALS
18a, 21a, 22a, 23a, 24a, 25a
EXISTING SIGNALS TO BE REMOVED
18a, 21a, 22a, 23a, 24a, 25a

PROPOSED SIGNS
46, 48, 50, 52
47, 49, 51, 53
54, 55
W11-2 FY (36"x36")
M6-2 (MOD) FY (21"x15")
TO THUNDER HILL ROAD
EXISTING UNDERGROUND I/C WEST TO THUNDER HILL ROAD

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN
27, 32
30, 35
39, 44
40, 45
BGE TRANSFORMER #20051C
SEE NOTE 15
TAMAR DRIVE
RIGHT OF WAY LINE

EXISTING SIGNS TO REMAIN
26, 29, 31, 34
Tamar DR
DUAL FACED
28, 33
ONLY ONLY
36, 41
ROUSE PKWY
EXISTING SIGNS TO BE REMOVED
27a, 30a, 32a, 35a
PUSH BUTTON TO CROSS MD 175

NEMA PHASING
01 02 03 04
05 06 07 08
03 & 08 ALT. FIREHOUSE PRE-EMPTION
04 & 08 ALT.
FLASHING OPERATION

NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
EXISTING VIDEO DETECTION CAMERA TO REMAIN
PROPOSED VIDEO DETECTION CAMERA
a, b, d
EXISTING UNDERGROUND I/C EAST TO DOBBIN ROAD

GENERAL NOTES
9. THE CONTRACTOR SHALL CENTER THE PROPOSED CROSSWALKS ON THE PROPOSED RAMP.
10. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE TO THE MSHA STANDARDS.
11. ALL ACCESSIBLE PEDESTRIAN EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
12. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
13. SEE GENERAL INFORMATION SHEET FOR PEDESTAL MARKING LAYOUTS.
14. CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLE.
15. MEDIAN NOSE RELOCATION AND SIDEWALK RAMP TO BE CONSTRUCTED BY OTHERS.
16. THE CONTRACTOR MAY CONTACT MR. CEDRIC WARD AT 410-787-7619 TO OBTAIN A FULL SIZE COPY OF THE PLANS.
17. THE DETECTABLE WARNING SURFACE SHALL BE INSTALLED BY OTHERS.

CONSTRUCTION DETAILS
A. INSTALL A 2-WIRE CENTRAL CONTROL UNIT IN THE EXISTING BASE MOUNTED CABINET
B. USE EXISTING HANDHOLE
C. USE EXISTING CONDUIT
D. REMOVE EXISTING PUSHBUTTON, SIGN, AND PEDESTRIAN SIGNAL HEAD(S) AND INSTALL A NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS PATUXENT PARKWAY OR TAMAR DRIVE"
E. INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION, LED PEDESTRIAN COUNTDOWN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON, AND SIGN R10-3(1) "PUSH BUTTON TO CROSS PATUXENT PARKWAY OR TAMAR DRIVE"
(NOTE: 1-3 IN. PVC 90 DEGREE BEND)
F. REMOVE EXISTING PUSHBUTTON, SIGN, AND PEDESTRIAN SIGNAL HEAD(S) FROM EXISTING SIGNAL POLE
G. ABANDON EXISTING LOOP DETECTOR
H. INSTALL 12 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR CROSSWALK
J. INSTALL 24 IN. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LINES FOR STOPLINE
K. INSTALL VIDEO DETECTION CAMERA ON EXISTING MAST ARM
L. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT - TRENCHED (SEE NOTE 5)
M. INSTALL GROUND MOUNTED SIGN ON ONE 4 IN. X 6 IN. WOOD POST
N. REMOVE EXISTING PAVEMENT MARKING (HATCHING IN THE CROSSWALK)
O. ABANDON EXISTING HANDHOLE
P. ABANDON EXISTING CONDUIT
R. EXISTING SIDEWALK TO BE REMOVED BY OTHERS

GENERAL NOTES
1. MAINTENANCE OF TRAFFIC SHALL BE HANDLED BY THE CONTRACTOR UTILIZING THE MSHA STANDARD PLATES FOR TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE, RAMP, AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
5. THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE SIDEWALK AT THE NEAREST JOINT.
6. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
7. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. THE CONTRACTOR SHALL CONTACT MISS UTILITY PRIOR TO INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
8. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

GEOMETRIC LEGEND
— PROPOSED
— EXISTING
UTILITY LEGEND
— E — E — ELECTRIC CABLES
— A — A — AERIAL CABLES
— T — T — TELEPHONE CABLES
— F — F — FIBER-OPTIC
— SD — SD — STORM DRAIN
— G — G — GAS MAIN
— W — W — WATER MAIN
— S — S — SEWER MAIN

STV Incorporated
engineers / architects / planners / construction managers
7125 Ambassador Road Baltimore, MD 21244-2722 (410) 944-9112

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR
REVISIONS
ADD APS, COUNTDOWN PED. SIGNALS, AND VIDEO DETECTION TO ALL APPROACHES.
ADD SIDE ROAD VIDEO DETECTION
D 7/03
INSTALL NEAR SIDE/ CHANGE TO EXCLUSIVE LEFT-TURN PHASING ON NB/SB TAMAR DR.
MEL
PLOTTED: FRIDAY, OCTOBER 12, 2007 AT 09:58 AM
FILE: I:\PROJECTS\0312513\0312513.002\DRAWINGS\TRAFFIC SIGNALIZATION PLAN\TAMAR DRIVE\PS&E 10-07\PSG-P001.TAMAR.DGN

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 175 (PATUXENT PARKWAY) AT TAMAR DRIVE
TRAFFIC SIGNALIZATION PLAN
SCALE 1"=20' DATE 10-25-05 CONTRACT NO. HO-685-A54/054
DESIGNED BY GENE SIMMERS COUNTY HOWARD
DRAWN BY GENE SIMMERS LOGMILE 13017505.10
CHECKED BY T.I.M.S. NO. H951
F.A.P. NO. TOD NO.
TS NO. 469 F DRAWING SG - 3 OF 6 SHEET NO. OF